(ii) Higher proportion of two-wheeler vehicles

(iii) Heterogenity of vehicular traffic on Delhi roads

(iv) Wide-spread road side encroachment, resulting in use of roads by the pedestrians

(v) Rash and negligent driving

(vi) Driving under the influence of liquor or drug

(vii) Non-observance of traffic rules such as lane driving or jumping of red lights, boarding and unloading of/ from the moving buses.

Pollution from Vehicles

110. SHRI RAJNI RANJAN SAHU: Will the Minister of SURFACE TRANSPORT be pleased state:

(a) whether Government propose to tighten pollution control measures to reduce emission of toxic gases from automobiles in view of the increasing levels of pollution caused by motor vehicles; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Central Motor Vehicles Rules, 1989 already provide standards for carbon monoxide, smoke density, mass of hydrocarbons and mass of nitrogen oxides and idle carbon monoxide emission limits for all petrol and diesel driven vehicles. Section 190(3) of the Motor Veiicles Act also provides for stringent penalities for owner of vehicles violating these norms. State Governments have been requested to strengthen their machinery to implement these provisions effectively.

Committee on the Functioning of DTC

111. SHRI SURESH KALMADI:
SHRI RAM JETHMALANI:
SHRI RANJIT SINGH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government have constituted a high powered committee for restructuring of DTC;

(b) if so, when and what is the composition of the committee; its time schedule and terms and conditions thereof;

(c) whether the above committee has since finanlised its recommendations; and

(d) if so, what are the salient features thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) A Group of Ministers has been set up by the Government on 7th Jan, 1992 under the Chairmanship of Minister of Finance to workout an inter-connected package far the rehabilitation of Delhi Transport Corporation. The composition of the Group is as under:—

1.	Shri Manmohan Singh Minister of Finance	Chairman
2.	Shri S.B. Chavan, Minister of Home Affairs	Member
3.	Shri C.K. Jaffer Sharief Minister of Railways	Member
4.	Shri P. Chidambaram Minister of State (Independent charge) of the Ministry of Commerce.	Member
5.	Shri Jagdish Tytler Minister of State (Independent Charge) of the Ministry of Surface Transport	Member
6.	Shri P.K. Thungon Minister of State in the Ministry of Industry.	Member

No time schedule has been indicated for the Group of Ministers,

(c) and (d) The Group of Ministers in its meeting held on 16th June, 1992 considered the Action Plan for revival of DTC, submitted by the Ministry of Surface Transport and made certain recommendations. These are processed further for final approval by Government.

Amendment of Central Motor Vehicle Act/ Rules

112. SHRI KRISHNA KUMAR BIRLA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have finalished the proposal for amendment to the Central Motor Vehicle Rules, 1989 and the Motor Vehicles Act, 1988 ;

(b) if so, the detail* thereof;

(c) whether the rules are proposed to be liberalised; and

(d) if so, to what extent ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The proposal for amendment of the Central Motor Vehicles Rules, 1989 has been notified for inviting objections and suggestions and sent for publication in the Gazette of India on 13th May, 1992. The proposal for amendment of the Act has not been finalised.

Some of the important amendments proposed in the Central Motor Vehicles Rules are as follows :—

(1) Rule 4 is proposed to be amended to give wider options to the applicants for a driving licence to produce documents in respect of proof of age and address.

(2) Rule 9 is proposed to be amended to specify the syllabus for training of drivers driving vehicles carrying dangerous or hazardous goods. The present Rule does not specify the syllabus.

(3) Presently, the full amount of taxes is required to be paid in respect of each State opted for operations of all-India Tourist Permit or National Permit. In Rule 83 and Form 47, an amendment is suggested to the fact that the applicant for a permit shall have the option to pay the tax either at the time of seeking permit or while entering into the State.

(4) Presently, Rule 50 and 51 do not elaborately mention the size of letters to be displayed on motor vehicles and the manner of their displaying. This has now been rationalised and under Rule 50, the method of displaying has been elaborated while under Rule 51, the size of letters and figures has been mentioned.

(5) Under Rule 88, the age limit for a vehicle under national permit is 9 years. This rule is being modified to the effect that age limits in respect of multi-axle vehicles operating under national permit shall be 15 years.

(6) Existing Rules 115 and 116 do not provide for any time limit for rectifying the defects in motor vehicles with regard to smoke emission nor do they specify the procedure to be adopted in this regard. Additional provisions have been made in these rules elaborating the procedure to be followed by the checking authorities in proper implementation of the Rules. It is also being proposed that a 'Pollution Under Control Certificate' shall be valid for six months. The PUC certificate issued by the manufacturers at the time of registration will be valid for one year.

(7) Present Rule 124 regarding safety standards of components does not authorise notifying standards for any component. According to present provisions only the manufactures are required to adhere to the standards. The Rule has been slightly